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Montana and the Sky

MDT Department of Transportation – Aeronautics Division Vol. 46 No. 11 November 1995

Aeronautics Board Meets

The Montana Aeronautics Board conducted a meeting November 3 in Helena.

Martin Hale, President, Montana Seaplane Pilots' Association, (MSPA) was present to discuss operating rules imposed by Montana Power Company for seaplane operations on the Thompson Falls Reservoir. It is felt that these procedures are unnecessarily restrictive and unrealistic. Martin will be working on workable proposed rule amendments and the Aeronautics Board will participate in meeting with Montana Power officials to hopefully come to a more workable solution.

Reports on airport/airways and safety and education bureau activities were received, together with updates on the Yellowstone Airport and the loan/grant program. A reminder that there still remains $63,000 available in airport development loans.

Fiscal year end budget figures were presented. At this time, the Division has not realized any loss of revenue due to the relocation of the air refueling wing from Malmstrom AFB to McDill AFB in Florida. The facility in Florida is being upgraded with no firm date yet announced for the move. The United States Air Force (USAF) reports the move to McDill AFB must be completed by December 1, 1996.

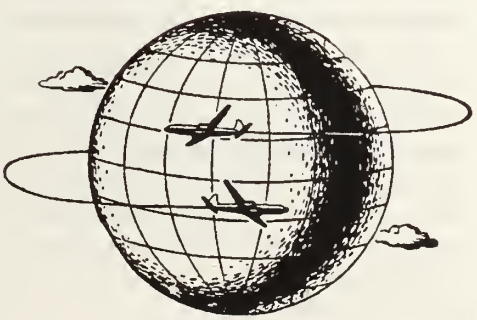
The Aeronautics Board voted to support Big Sky Airlines request to the FAA asking for approval of a temporary waiver for installing terrain collision and avoidance system (TCAS) in its aircraft by the mandated January 1, 1996 deadline.

A request will be made by the Aeronautics Board to the FAA to release the Yellowstone Airport from a certain deed restriction which prohibits commercial overnight facilities, such as motels, hotels, or private residences on the property.

Board member JoAnn Eisenzimer presented an aviation education proposal seeking a grant from the National Space Grant Consortium.

Byron Bayers reported that the FAA/GA committee will be scheduling a meeting soon.

The Aeronautics Board will conduct an abbreviated meeting and a questions and answer session during the Montana Aviation Conference scheduled for February 28 –March 2, 1996.



Winter Survival Clinic

The annual Montana Aeronautics Division Terry Surratt Winter Survival Clinic will be in the month of January 1996, the weekend to be chosen is still pending (we are waiting for forecast wx for true winter survival skills). Please watch for upcoming dates. The clinic is taught by The Emergency Response Institute out of Olympia, Washington.

The clinic begins with an evening session at the Helena College of Technology on survival sense for pilots and passengers. An overnight field exercise is also a part of the itinerary, the usual site is the Lincoln Airport. This very important clinic is conducted in hopes that should you be faced with a survival situation, you will have the knowledge and the equipment to enable you to survive.

Mr. Terry Surratt was enroute at night from Missoula to Billings in the winter of 1992 when his airplane went down in the mountains, he survived the crash but died of exposure in the harsh winter cold. It is our hope that by providing this clinic we can help to avoid another tragedy. The Terry Surratt Clinic is supported in part by his widow.

PLEASE RETURN

Administrator's Column

Condolences: It is with sad regret to report that T.P. Mulvihill of Columbus passed away on November 7, 1995. T.P. was a highly decorated World War II U.S. Navy pilot. He learned to fly under Red Morrison in Helena in 1933 and operated his own flying school in Miles City from 1938 until 1941 when he enlisted in the U.S. Navy and served in the South Pacific where he commanded a Navy Flight Squadron and flew combat. After the war T.P. returned home to Columbus where he became active in charter flying, flight training, and crop spraying. He was also involved with his father in the family business. T.P. remained very active in the U.S. Navy Reserves until retiring in 1968 at the rank of Captain. When his father passed away T.P. took over and continued operating the family business. I know many of you knew T.P. Mulvihill during his many years of active aviation involvement. T.P. taught many Montana pilots to fly, he even soloed me many years ago and hopefully never regretted doing so. It was a privilege to have flown with T.P. and I know many of you will join me in extending our sincere condolences to the T.P. Mulvihill family.

* * * * * * * * * * *

FAA Reform Advances In House: Despite strong opposition and Presidential veto threats by Department of Transportation Secretary Federico Pena. Both the House Aviation Subcommittee and the full House Transportation and Infrastructure Committee have approved bill (H.R. 2276) introduced by Reps. John Duncan of TN and Jim Lightfoot of IA. H.R. 2276 has strong aviation industry support because it addresses much needed reform for the FAA, such as returning it to an independent agency, streamlining procurement and personnel practices, taking the aviation users trust fund out of the unified budget, creates a management advisory committee to meet quarterly to provide advice to the FAA, establishes a chief executive officer's position to oversee day-to-day FAA operations, and much more. The nearly 30 member national aviation coalition which represents about all of the national aviation organizations strongly supports this bill.

* * * * * * * * * * *

FAA Reform Hits Snag In Senate: Last month I reported on the two Senate bills introduced to reform the FAA, one S.928 (very similar to H.R. 2276 introduced by Reps. Lightfoot of Iowa and Duncan of Tennessee which is discussed in the above article) introduced by Senator James Inhofe, OK and co-sponsored by Senator Conrad Burns. The other bill S. 1239 introduced by Senator McCain, AZ is strongly opposed by the national aviation coalition. McCain's bill (S. 1239) just passed out of the Senate Commerce Committee with some amendments, but the key amendment offered by Senator Stevens of AK to remove the 100 percent user pay for the FAA failed. Senator's Dorgan of ND and Snowe of ME were successful in their amendment to remove the termination date of September 30, 1998 for the Essential Air Service program to make EAS an obligated expenditure, and to fund EAS for a figure not to exceed $50 million dollars. The $50 million would come from a fee imposed on foreign air carriers. Senator Stevens included the same language on the EAS program in his unsuccessful proposed amendment so it appears that the big difference was the 100 percent user pay for the FAA which the Stevens amendment would have abolished. The vote was 7-12. I guess the next step is to attempt to lobby the Senators into supporting the Senator Inhofe bill (S.928) instead of the Senator McCain bill (S.1239). This is a lose lose situation for the Montana Senators because if they vote to support the McCain bill they are voting against the Montana aviation community and if they vote against the McCain bill they are voting against the Montana communities receiving essential air service. It is just a shame that the Senator Stevens amendment did not pass as it would have been a win win for our Montana senators if they were to have voted for it.

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Marv Dye, Director

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ALOA Scholarship

A Love of Aviation Scholarship (ALOA) established in 1993 by an anonymous donor due to the retirement of the Van De Riet Flight Scholarship, will again be awarded in 1996.

The $250 scholarship is to be used to help defray costs of flight instruction and will be presented during the 1996 Montana Aviation Conference in Helena.

Award of the scholarship will be based on applications in the form of a letter explaining the reasons for applying, future careers goals, past aviation experience and any outstanding achievements.

Letters of application should be sent to Montana Aeronautics Division, P.O. Box 5178, Helena, MT 59604 or call 444-2506 for more information. Letters must be postmarked on or before February 2, 1996.

Aviation Poster Contest

The 1996 Aviation Awareness Art Contest sponsored by the Aeronautics Division is currently underway. Students in grades 1 – 12 are encouraged to participate.

The contest is divided into three categories: grades 1–4; grades 5–8; and grades 9–12. The winner from each category will receive a plaque and certificate of achievement presented by the Governor, a career awareness tour of the Helena Regional Airport and a round trip flight from the winner's hometown to Helena for the winner and his/her parent(s).

A grande prize for entrants 15–17 years of age will include paid tuition to attend the 1996 Experimental Aircraft Association (EAA) Air Academy in July and attendance at the EAA Fly-in at Oshkosh, WI. Round trip airfare is included, compliments of Northwest Airlines.

The deadline for entries is February 16, 1996.

For further information, write to the Montana Aeronautics Division, Box 5178, Helena, MT 59604 or call Jeanne Lesnik at the Division at 444-2506.

Pilot Advocate Program Established

The EAA has established an Aviation Medical Examiner (AME) Pilot Advocate Program to advise pilots who may be having difficulties obtaining their medical certificates. More than 100 AMEs have volunteered to assist EAA members who need advice.

The program allows pilots to consult with an AME who is knowledgeable in areas affecting a pilot's health and experienced in the process of receiving a medical certificate. The AME serves as an advocate, providing assistance and support of a pilot's request to the FAA.

The program was created after FAA stated that the leading cause of delay or failure to issue a medical certificate is due to incomplete or improperly prepared medical records.

The program is intended as a consultation and assistance service and is available only through referral from the EAA staff.

For more information regarding EAA's AME Pilot Advocate Program, EAA members may call the EAA Government Programs Office at (414)426-6522.

Calendar

November 3—Aeronautics Board Meeting, Helena.

November 20—EAA Chapter 517 Meeting, Northstar Air Express, Missoula, 7:30 p.m. For info call Zane Rebenstorff 542-6211.

November 26—Beartooth Composite Squadron's Cadet Orientation Flight, Laurel Airport. Contact 2Lt Robert Gilleland at 656-6596.

February 2–3—Flight Instructor Refresher Clinic, Helena.

February 28–March 2—Montana Aviation Conference, Helena.

March 3–6—Upper Midwest Aviation Symposium, Bismarck, North Dakota.

Safety Issues

During the past year, there has been a great deal of attention focused on safety issues in the vicinity of non-tower airports. We have several high activity airports such as Gallatin Field, Bert Mooney, and Glacier Park International. Each of these airports have problems specific to their area. For example, the concerns at Gallatin Field come from the many types of operations that are conducted in the vicinity of the airport.

The vast percentage of pilots are familiar with the local procedures and are well aware of their responsibilities in a non-tower environment. With this in mind, we have attended safety seminars and talked to many people about ways to further enhance safety at the various airports.

There have been several suggestions made during these meetings, but I am sure than many of you have other ideas for safety improvement. Would you please take the time to write or telephone your suggestions and concerns to Jeanne Lesnik, Montana Aeronautics Division, 444-2506 or to Nancy Trudell at the Flight Standards District Office 449-5720 or 1-800-457-9917.

The Aeronautics Division and the FAA will ask a cross section of the aviation community to review the suggestions and make recommendations.

We thank you for your help.

Jeanne Lesnik and Nancy Trudell

GPS Procedures Development and GPS/WAAS Implementation

By: Jim Snow, AVN-5
(Reprinted with permission from FAA Satnav News)

Aircraft operators must have published instrument approach procedures in order to take advantage of the benefits provided by GPS and its augmentations, such as the Wide Area Augmentation System (WAAS), as they become available.

The initial WAAS is expected to be certified in early 1988, and the FAA will begin phasing in GPS/WAAS Category I precision approach capabilities. By the year 2001, the end-state GPS/WAAS system will provide service comparable to current instrument landing systems at 2,600 IFR airports. In addition, it will offer the potential for new precision approach services to a portion of the nation's 11,000 VFR airports that are currently used only in visual meteorological conditions. With the arrival of this new capability, the FAA Satellite Operational Implementation Team (SOIT) has determined that approximately 8,400 GPS procedures will need to be developed between CY 1996 and the end of CY 2001 for precision approaches alone.

The FAA Flight Standards Service and Aviation System Standards have reorganized around functional lines with the intent of separating and focusing resources on the development of procedures (operations) and the development of guidelines surrounding those procedures (policy). The newly formed National Flight Procedures Development Office, located in Oklahoma City, will have the responsibility for meeting flight procedure production requirements, from the time a request is received at a regional office through the development process.

Over the past few years, an average of 145 to 150 instrument approaches of all types have been added to the system each year. With the planned GPS/WAAS environment, the anticipated workload for new GPS procedures ranges from a low of 500 per year to a high of 1,400 per year. While it is not yet possible to validate the upper limit of these estimates, using just the lower value indicates the flight procedures workload will at least triple.

To date, 3,650 non-precision approaches have been converted to GPS overlay approaches. The National Flight Procedures Development Office has developed 163 new stand-alone non-precision approaches (NPA) with 17 published. Over 60 NPA have been developed in the past 45 days with approximately 15 per week being completed. The current rate is expected to exceed 500 stand-alone GPS NPAs during calendar year 1995, although not all of these procedures will be published in 1995 since additional steps involving validation and publication will be required. An additional 500 stand-alone GPS approaches are planned in 1996 with GPS precision approach procedure production to begin in 1997.

For the next several years, procedure development will require a concentrated effort so that the aviation user community can take advantage of new GPS precision approaches when the initial WAAS becomes operational.

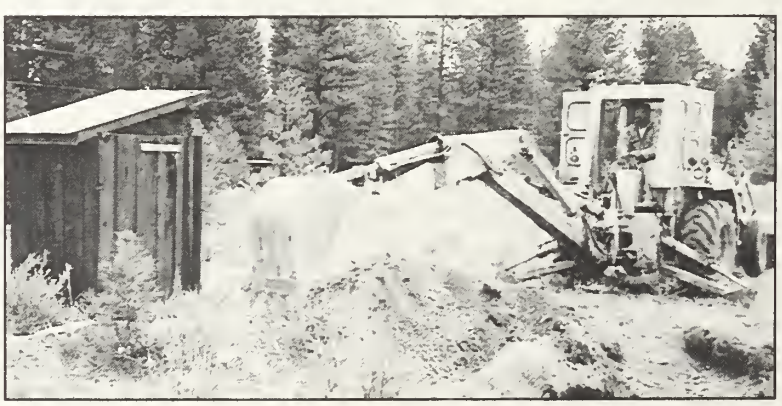
Lincoln Airport Improvements

By: James R. Greil
Aviation Support Officer

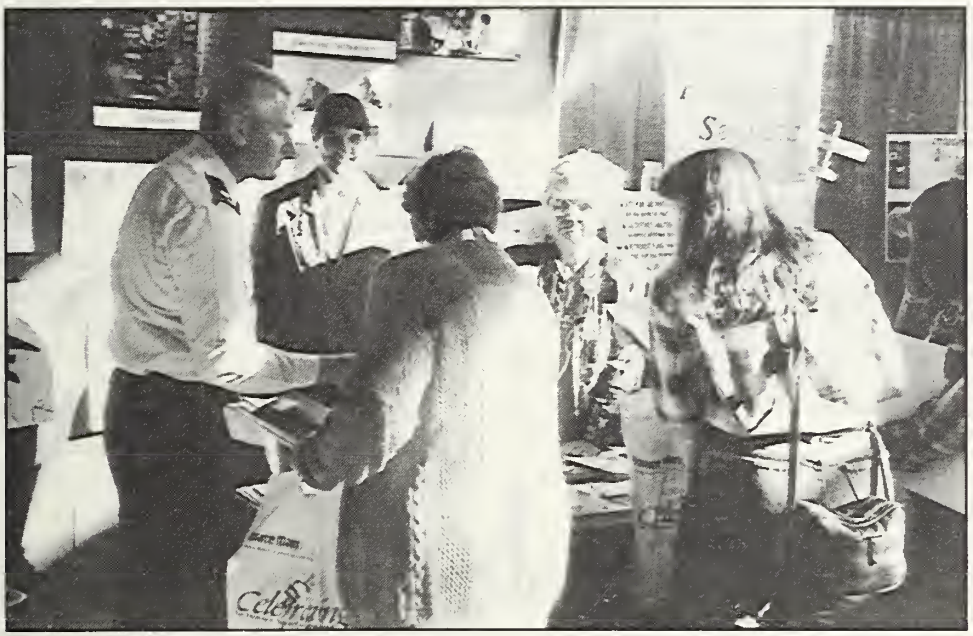
Lincoln Airport recently underwent a minor facelift when a new taxiway surface was added and a relocation of the existing outhouse was performed. The new taxiway surface was prepared by adding previously ground asphalt to the existing soil surface. Two dumptrucks were utilized to haul the stockpiled material from the Ovando area to the airport. Once the material reached the airport it was placed and leveled with a front end loader and was later rolled for compaction. One dumptruck and the front end loader was donated and driven by Norm Wortman, who also lined up the roller and donated a great deal of time and his engineering skills to this project. The other dumptruck was donated by the Lincoln area DOT. Many thanks to Norm Wortman, without whom this project could not have taken place.

Another improvement completed was the revitalization of the existing outhouse by moving and installing a permanent substructure underneath of it. Division reps Mike Rogan, Clayton Wilhelm and myself dealt with the dirty task with the assistance of a small backhoe provided by Lincoln Sand and Gravel. Although a telephone line was temporarily put out of action, the project was completed with great results.

The Lincoln Airport runway and apron itself will be undergoing some crack sealing and repainting sometime near spring. A quick pavement analysis performed recently shows the runway asphalt holding up well and the apron in need of crack repair in the future.



Mike Rogan works the backhoe to prepare for moving the outhouse.



Ken Lamkin, Jeanne Lesnik and JoAnn Eisenzimer visit with Montana educators.

Montana Education Association Conference

Montana Aeronautics, the FAA, the Civil Air Patrol and the National Weather Service formed a partnership on October 19–20 in Missoula to help spread the aviation bug to Montana's educators at The Montana Education Association Conference. An exhibit booth was set up at the conference with information on the many resources and programs available statewide for aviation education.

The group also gave a presentation "Cleared to Land." Airports provide learning experiences and opportunities for enhancing student participation in classroom efforts.

A cattle drive from Ft. Worth, Texas, to Miles City ended on September 1, 1995. The drive simulated the original cattle drive and route of the late 1800s. The Miles City Hangar of the Montana Pilots Association was the host—greeting and transporting folks to and from the Miles City Airport. The event attracted approximately 15,000 people.

CAP Cadet Earns Award

Civil Air Patrol cadet, Zarek Pilakowski, assigned to Beartooth Composite Squadron in Billings, recently completed the final achievement requirement for the Amelia Earhart Award. This is the second highest award in the CAP cadet program requiring a minimum of 22 months of dedicated work and completion of 75% of the cadet program.

Cadet Pilakowski, age 16, has been a cadet for about three years and is a sophomore at Billings Central Catholic High School with a 3.9 GPA. Although not yet certain, he thinks he might like to be an aerospace engineer and is considering applying to the Air Force Academy in Colorado Springs.

Since Cadet Pilakowski has earned both the General Billy Mitchell Award and Amelia Earhart Award he is eligible for CAP college scholarships for any aerospace degree program; for flight scholarships worth $2,300; for CAP nomination to the Air Force Academy Prep School; for two semesters' credit of college level Air Force ROTC; and to participate in the IACE program for an all expense paid trip to a participating nation representing American as a good-will ambassador.

For information about the CAP cadet program in your area call 1-800-FLY-2338 or contact your local Air Force Recruiter.

Cadet Zarek Pilakowski, Beartooth Composite Squadron, Billings

Havre Search and Rescue Training Session. October 28, District 5. The ground training included Montana's Search and Rescue System and Emergency Locator Transmitter (ELT) Direction finding. The group also did airborne ELT homing with the help of Bill Sheets and his aircraft from Big Sandy. Thank you Sharel and Jim Stroh for a delicious lunch!

Congrats to Corporate Air

Professional Pilot, the monthly journal for aviation professionals, selected Corporate Air as the 1995 recipient of its Regional Airline Teamwork Award.

Corporate Air is in the freight-only regional feeder business, boarding a couple of thousand packages, rather than 19 to 36 passengers.

Headquartered in Billings, Corporate Air operates a fleet of 84 aircraft with 90 to 100 pilots based in Billings, Houston, Salt Lake City, Denver and Honolulu. The fleet is made up of 11 different types of aircraft ranging from Aero Commander 500s and 680s to Beech 99s, 1900s, Fokker F27s, Shorts 330s and 360s and a platoon of 39 Cessna Caravans.

Recently approved as a Part 121 carrier after a year-long certification process, Corporate Air continues to refine its flying stock and expand operations to possibly include the Philippines and Asia.

Congratulations to Mike Overstreet, Corporate Air Chairman, Linda Overstreet, President, and all the fine folks at Corporate Air.

Photo Flight '95 Contest

Amateur photographers have an opportunity to win a portion of more than $5,000 in photography equipment in "Photo Flight '95," a photo contest sponsored by the EAA and Canon.

The contest will choose the best photos in each of four categories: "Painted by the Sun," "Airport People," "Power in Motion" and "Oshkosh 1995."

One grand prize winner will receive a Canon photo system valued at more than $1600. First, second and third prize winners and an honorable mention will be awarded Canon cameras and lenses.

Winners will be judged on artistic ability, adherence to theme and photographic skill. Entry deadline is March 1, 1996. Rules may be obtained by writing to EAA/Canon Photo Contest, P.O. Box 3086, Oshkosh, WI 54903-3086.

Airport Work Experience Program

Two young people and one young aviation professional have the opportunity to spend an unforgettable aviation summer under an exciting EAA Aviation Foundation's "Cliff Robertson Airport Work Experience Program."

The program is named for the Academy Award-winning actor and pilot, who traces his flying roots to experiences as a young person performing odd jobs at a local airport. The program gives young people the chance to learn more about aviation while working in an aviation setting and receiving flight training.

The two young people, selected from applicants throughout North America, will spend six weeks (June 29–August 11) on the EAA Aviation Center staff at Oshkosh, WI.

They will be assigned a variety of tasks at the EAA Aviation Center as well as the Air Adventure Museum's Pioneer Airport. Work will include helping with aircraft maintenance and restoration; greeting and assisting museum visitors; and leadership roles in the Foundation's summer youth programs. In exchange for their work, each participant will receive a stipend plus assistance with travel expenses. During their stay in Oshkosh, participants will also receive dual flight instruction and ground school study.

Participants will be housed with an aviation-minded host family, who will supply transportation in Oshkosh, meals and supervision during free hours.

The program also seeks a young CFI to provide guidance, counsel and instruction for the Robertson program participants. The CFI must be tailwheel qualified and will also live with an Oshkosh-area host family. The selected instructor will receive a stipend for the eight weeks of participation in the program and assistance with travel expenses.

The application deadline is April 1, 1996. For more information call (414)426-4888 or write to the EAA Aviation Foundation Office, P.O. Box 3065, Oshkosh, WI 54903-3065.

3-Letter Identifiers

A number of individuals have recently requested that the Division provide them with some sort of list of 3-letter identifiers that they can use for reference. In response to your queries, we present to you this list of identifiers which can be easily cut out and used as a handy reference.

3U3	ANACONDA
3U4	ASHLAND
3U5	AUGUSTA
495	BABB
3U6	BAKER
3V7	BELLE CREEK
3U7	BENCHMARK
3U8	BIG SANDY
6S0	BIG TIMBER
53U	BIGFORK
BIL	BILLINGS
3U9	BOULDER
BZN	BOZEMAN
6S1	BRIDGER
BDX	BROADUS
8S0	BROWNING
BTM	BUTTE
8U9	CANYON FERRY
4U3	CHESTER
4U4	CHINOOK (HEBBELMAN)
S71	CHINOOK
CII	CHOTEAU
4U6	CIRCLE
M46	COLSTRIP
6S3	COLUMBUS
S04	CONDON
4U7	CONNER
S01	CONRAD
S85	CULBERTSON
CTB	CUT BANK
38S	DEER LODGE
H28	DEL BONITA
4U9	DELL
5U0	DENTON
DLN	DILLON
DRU	DRUMMOND
5U1	DUTTON
8U3	EAST POPLAR
5U2	EKALAKA
5U3	ENNIS
S55	ENNIS
88M	EUREKA
5U5	FAIRFIELD
5U6	FAIRVIEW
1S3	FORSYTH
5U7	FORT SMITH
79S	FORT BENTON
U09	FORT BELKNAP
29S	GARDINER
5U8	GERALDINE
GGW	GLASGOW
GDV	GLENDIVE
GTF	GREAT FALLS
6S5	HAMILTON
MT02	HARDIN
48S	HARLEM
HWQ	HARLOWTON
HVR	HAVRE
5M7	HELENA (MOUNTAIN LAKES)
HLN	HELENA
6U5	HINSDALE
6U6	HOGELAND
S09	HOT SPRINGS
6U7	HYSHAM
JDN	JORDAN
FCA	KALISPELL
S27	KALISPELL (CITY)
6S8	LAUREL
80S	LAVINA
LWT	LEWISTOWN
S59	LIBBY
S69	LINCOLN
LVM	LIVINGSTON
MT48	LIVINGSTON
MLK	MALTA
0S1	MEADOW CREEK
MLS	MILES CITY
MT29	MILES CITY
MSO	MISSOULA
7U4	MORGAN
S00	OPHEIM
U05	PHILIPSBURG
S34	PLAINS
PWD	PLENTYWOOD
8S1	POLSON
42S	POPLAR
RED	REDLODGE
7U8	RICHEY
25S	ROCK CREEK
7S0	RONAN
RPX	ROUNDUP
8U0	RYEGATE
8U1	SAND SPRINGS
8U2	SCHAFER
9S2	SCOBEY
23S	SEELEY LAKE
M35	SEELEY LAKE (WATER STRIP)
SBX	SHELBY
SDY	SIDNEY
8U4	SPOTTED BEAR
52S	ST. IGNATIUS
S64	STANFORD
32S	STEVENSVILLE
8U5	SUNBURST
9S4	SUPERIOR
7S8	SWEETGRASS
8U6	TERRY
THM	THOMPSON FALLS
9S5	THREE FORKS
MT70	TIBER DAM
8U8	TOWNSEND
57S	TROY
9U0	TURNER
7S1	TWIN BRIDGES
7S7	VALIER
JF5	WEST POPLAR
WYS	WEST YELLOWSTONE
7S6	WH. SUL. SPRINGS
58S	WHITEFISH
9U1	WILSALL
9S7	WINIFRED
7S4	WISDOM
02T	WISE RIVER
OLF	WOLF POINT

Thanks Bob!

Bob Ruthford from Superior has given the Montana Aeronautics Division many years of outstanding volunteer time as a search coordinator for District 1. He is stepping down as coordinator but still plans to be active as a volunteer. Norm MacPhee of Trout Creek will serve as coordinator with Jim Carstens, Jim Moore, Bob Ruthford and Bill Woodford all assisting. Sounds like a great team!

October Search and Rescue Report

Refresher Courses and ELT Training

October 12—Cut Bank Refresher SAR Exercise

October 14—Butte Refresher SAR Exercise

October 16–19—WISARAC (western states and Canada) SAR Refresher

October 28–Havre Refresher SAR Exercise

Incidents

October 7—ELT, Billings, 3.0 hours

October 9—ELT Accident, no injuries N82699, Pablo, 1.0 hour

October 14—ELT, Circle, 2.0 hours

October 15—ELT, Circle, 3.0 hours

October 18—ELT, Miles City, 12.0 hours

October 24—INREQ, Havre overdue aircraft forgot to close flight plan, 1.0 hour

October 24—Accident, gear up landing, no injuries, Lincoln Airport, Notam closed, 3.0 hours

October 30—ELT, Helena, found in hangar .5 hour

November 2—ELT, Kalispell (Kalispell, Ferndale, Polson) all ground checked, negative sweeps, incident closed, 3.0 hours.

Search and Rescue Refresher Program

November 16, Thursday at 6:30 p.m.–8:30 p.m. at the Montana Pilot Association's meeting room in the old flight service building in Miles City.

All interested persons are invited to attend.

Montana Aeronautics new Search and Rescue Coordinators Tom Falconer and Darrin Pluhar, District #9 and Montana Aeronautics Search and Rescue Coordinator Jeanne Lesnik will focus on conducting ELT (Emergency Locator Transmitter) Training.

For further information call Jeanne at 444-2506.

EAA Young Eagle Top Flight Leaders

Robert Swanson
Fort Washington, MD (632)

Tom Snouwåert
Gladstone, MI (619)

Michael Ferguson
Helena, MT (551)

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